

B. F. TAYLOR,
Sole Agent.
Lighters and Steam Launches
Supplied.
HONG KONG, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1529. 日八廿月四年六十二精光

SATURDAY, MAY 26, 1900.

六拜禮

號六廿月五英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1858.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKYO, KOBÉ,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENHSIN, NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

S. CHOH,

Hongkong Manager.

Hongkong, 4th January, 1900.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE FUND " £800,000

RESERVE FUND " £250,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months at 4 per cent.

" " " 3 " "

" " " 2 " "

" " " 1 " "

T. E. SANSON,

Acting Manager.

Hongkong, 25th May, 1900.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND " \$11,500,000

RESERVE FUND " \$10,000,000

COURT OF DIRECTORS:

N. A. SMITH, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. G. G. Esq.

R. M. Gray, Esq.

A. Haupt, Esq.

The Hon. J. J. Keswick.

H. W. Shide, Esq.

D. M. Moses, Esq.

A. J. Raymond, Esq.

R. L. Richardson, Esq.

P. Schae, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/4 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

H. M. BEVIS,

Acting Chief Manager.

Hongkong, 4th April, 1900.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may

be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

H. M. BEVIS,

Acting Chief Manager.

Hongkong, 26th March, 1900.

THE NATIONAL BANK OF CHINA,

LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq., D. Gillies, Esq.,

Chow Tung Shing, Esq., J. T. Lauts, Esq.,

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 20th December, 1899.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON, Peking,

CHEFOO, PENANG,

CHUNKING, SINGAPORE,

FOOCHOW, SWATOW,

HANKOW, TIENHSIN.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON, &c., *Dallarat*, C. L. W. Feild, Noon, 9th June Freight or Passage.

YOKOHAMA, *Kohilla*, C. H. S. Toque, R.N.R. About 9th June Freight or Passage.

SHANGHAI, *Beugul*, S. Barcham, About 9th June Freight or Passage.

(See Special Advertisement).

(Passing through the Inland Sea).

1 1/2 Nagasaki and Kobe.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 26th May, 1900.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

HAMBURG, Hamburg-Amerika Linie, WEDNESDAY, 30th May.

SACHSEN, THURSDAY, 14th June.

OLDENBURG, THURSDAY, 28th June.

BAVARN, THURSDAY, 12th July.

STUTTGART, THURSDAY, 26th July.

KONIG ALBERT, THURSDAY, 9th August.

WEIMAR, THURSDAY, 23rd August.

PRINZ LIEBRICH, THURSDAY, 6th September.

PREUSSEN, THURSDAY, 20th September.

HAMBURG, Hamburg-Amerika Linie, WEDNESDAY, 3rd October.

SACHSEN, WEDNESDAY, 17th October.

OLDENBURG, WEDNESDAY, 31st October.

BAVARN, WEDNESDAY, 14th November.

STUTTGART, WEDNESDAY, 28th November.

KONIG ALBERT, WEDNESDAY, 12th December.

WEIMAR, WEDNESDAY, 26th December.

ON WEDNESDAY, the 30th day of May, 1900, at NOON, the Steamship "HAMBURG,"
of the HAMBURG-AMERIKA LINIE, Captain P. Luesch, with MAILS,
PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES
and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 28th instant, Cargo and
Specie will be received on board until 5 P.M., on TUESDAY, the 29th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 29th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 16th May, 1900.

HONGKONG HOTEL.

BOARD AND RESIDENCE AT MONTHLY RATES.

Hongkong, 18th May, 1900.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS—

THE VICTORIA DISPENSARY

HONGKONG.

MUSICAL INSTRUMENTS.

VIOLINS, GUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &c.
LANE, CRAWFORD & Co.

Intimations.

WATKINS' CROWN SODA,

GUARANTEED TO BE MANUFACTURED FROM FILTERED
WATER, AND TO CONTAIN ONLY THE PUREST
BICARBONATE OF SODA IN
SOLUTION.

Watkins, Limited,

AERATED WATER MANUFACTURERS.

CROWN SODA WATER. SELTZER WATER. LEMONADE.
BELFAST GINGER ALE. SARSAPARILLA.
&c. &c. &c.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS, of all kinds.

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC-BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT—THOMAS SKINNER.

SUPERINTENDENT—ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN

Centrally situated at PLEASANT GAP, the PEAK, 1,500 feet above

sea-level and 500 yards from the TRAM TERMINUS.

For Terms, &c., apply to the

MANAGER.

Telephone No. 59.

Hongkong, 2nd April, 1899.



Hirano Alkaline, Salt Mineral Water.

A Natural Mineral Water Highly
recommended by Medical
Authorities.

CALDBECK, MACGREGOR & Co.,
AGENTS.

15, Queen's Road.

Hongkong, 16th May, 1900.

WHITE WINES.

GRAVES	1 doz. Bottles.	2 doz. Bottles.
DO. "Superior"	\$ 7.00	\$ 8.00
SAUTERRENE	9.00	10.00
DO. "Superior"	7.00	8.00
DO. HAUT	9.00	10.00
DO. HAUT (Dubos Freres)	11.00	13.00
	22.00	

H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 3rd February, 1900.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION

of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),

9, Old China Street, Shanghai.

12th October, 1898.

TO TEACHERS. HIBBERDINE'S ILLUSTRATED COMPOSI- TION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.

Messrs. W. BREWER & Co., Hongkong and Shanghai.

Messrs. TSUI MAN KOK, Hongkong.

Messrs. MAN YU TONG, Hongkong.

Wholesale—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

THE TRADE MARKS ORDINANCE

1898.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE is hereby given that HANG SHING, carrying on business at No. 457, QUEEN'S ROAD WEST, Victoria, in the Colony of Hongkong, also at MUN CHENG SA, in Fatsan, Canton, in the Empire of China as Merchants have, on the 8th day of March, 1899, applied for the Registration in Hongkong, in the Register of Trade Marks of the following TRADE MARK.

The distinctive device of a horse trotting over the hillside facing the distinctive device of two bamboo trees in full leaf, underneath the above is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut, or embossed the name "HANG SHING."

in the name of HANG SHING—who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants since the 1st day of February, 1900, in respect of the following Goods—

Cases of all kinds including Tsingtees and Putridge cases in Class 50

and

Cahang, Stannised, Essential oils and Wood Dyes in Classes 3 and 4.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-Signed.

Dated the 24th day of March, 1900.

JOHNSON, STOKES & MASTER,

Solicitors for the Applicants,

12, Queen's Road Central, Hongkong.

Office of This Paper

Hongkong, 22nd May, 1900.

WANTED.

A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. Box 55, giving Particulars, Price, &c.

Hongkong, 14th May, 1900.

WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address: J. J. F.

Office of This Paper

Hongkong, 10th March, 1900.

Office of This Paper

Hongkong, 10th March, 1900.

Office of This Paper

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Office of This Paper

Hongkong, 10th March, 1900.

Office of This Paper

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Today's Advertisements.

THEATRE ROYAL,
CITY HALL.

TO-NIGHT
(SATURDAY), the 26th May.

GRAND FAREWELL BENEFIT CONCERT

Miss MURIEL ALLEYNE.
Late of
THE DALLAS MUSICAL AND DRAMATIC CO.
Kindly assisted by
Mr. ALEC MARSH,
Band of the ROYAL WELSH FUSILIERS.
(BY KIND PERMISSION.)
Lieut. F. L. WALWYN, R.W.L.
Mr. C. H. LAMBERT,
Mr. L. A. DE GRACIA,
Mr. J. H. MOIR, R.W.L.
Mr. A. G. WARR,
Mr. E. DANENBERG, and others.

Commence at 8 o'clock.

PRICES OF ADMITTANCE: £3, £2, £1.

PLAN at Messrs. ROBINSON & CO. LTD.

HERBERT LONGHURST,
Business Manager.

Hongkong, 26th May, 1900. [673b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched on the above Port, on MONDAY, the 28th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS & CO., General Managers.

Hongkong, 26th May, 1900. [674b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

THE Company's Steamship

"KWANGSEI,"

Captain Harris, will be despatched on the above on MONDAY, the 28th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th May, 1900. [674b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND MOI

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on the above on TUESDAY, the 29th instant, at 1 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th May, 1900. [675b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, HOLO AND CEBU

THE Company's Steamship

"KAIPO,"

Captain Pennefather, will be despatched on the above on TUESDAY, the 29th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th May, 1900. [676b]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HOLO AND YOKOHAMA.

THE Imperial German Mail Steamship

"OLDENBURG,"

of the NORDDEUTSCHER LLOYD, Captain H. Proger, due here with the outward German Mail on the 31st instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 26th May, 1900. [122]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PANAMA AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"BALLAARAT,"

Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 9th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 26th May, 1900. [5]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched on the above on THURSDAY, the 21st June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th May, 1900. [687b]

Today's Advertisements.

MR. WALTER OTTO has This Day been authorized to SIGN our FIRM per Procuration.

KRUSE & CO. [688b]

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENALDER,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th May, 1900. [688b]

Intimations.

EYE-SIGHT.

NOTICE.

I am continuing my Sight-Testing Rooms at Hongkong at W. BREWER & CO., which during my ABSENCE will be IN CHARGE of Mr. R. IVER member of the Society of Opticians.

A Register of all Glasses supplied my constituents in the Far East is kept here, and any kind of Ordinary or Special Lenses can be obtained.

REPAIRS A SPECIALITY.

Hongkong, 23rd May, 1900. [674b]

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

These CLARETS are bought direct from the leading French growers.

The lowest price are of exceptional value and guaranteed to be the genuine product of the juice of the grape and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZY and CHATEAU LAFFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO. LIMITED, QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 26, 1900.

REUTER'S TELEGRAMS.

THE WAR.

LORD ROBERTS' ADVANCE.

COUNTRY NEAR BLOEMFONTEIN CLEAR OF THE ENEMY.

LONDON, May 24th.

Lord Roberts has arrived at the South Bank of the River and found the enemy fled.

General Kelly Kenny reports that the Yeomanry have cleared the country between Bloemfontein and Bishop.

BOERS SAY THEY WILL MAKE FINAL STAND.

It is reported that the Boers are trekking straight to the Vaal River where they declare they will fight to the death.

General French is now at Prospect on the railway, five miles north of Rhenoster. General Hamilton is co-operating with him.

It is the general opinion that the British army will arrive at Pretoria as fast as they can march.

WEATHER REPORT.

The Observatory report says:

On the 26th at 11.55 a.m. the barometer has fallen on the E. coast of China, and remains steady elsewhere. Pressure is highest over the Pacific to the S. Japan, and lowest in N. China. Gradients slight for S. and S.W. winds in S. China. FORECAST: Moderate S.W. winds; fine.

LOCAL AND GENERAL.

Free scholars in the Singapore schools are receiving Municipal notices in regard to the catching of rats and the reward therefor.

DURING the absence of Lieut. Col. Chipmull, Lieut. Col. J. W. Parker, 16th Madras Infantry, will command the troops at Singapore.

The first death from plague of an American in Manila occurred on the 21st instant, the victim being William Hamney, a transfer in the Government Corral.

We would remind our readers of the Benefit Concert to be given by Miss Muriel Alleyne at the Theatre Royal to-night. An excellent programme has been arranged and the affair promises to be a success.

The Boers in Chibbi, says the A. C. D. News, have again been violently attacking the Christians between Peking and Pootungfu. It is reported that some sixty Christian converts have been killed, some of them being burnt alive.

The Hankow correspondent of the A. C. D. News writes under date the 14th instant that the railway trouble on the Lu-Han line is settled; the Victory sent down a couple of hundred soldiers to restore order, and all the foreigners have gone back.

The Hongkong branch of the Navy League has remitted home the sum of £49 sterling in aid of those on service in South Africa or their families, being the equivalent of \$302 dollars collected from Members and Associates of the local branch of the League.

We are requested to draw attention to the fact that the Address of Welcome to the Captain, Officers and Men of H.M.S. Terrible is lying for signature at the Hongkong Club, the Hongkong and Shanghai Bank, and the offices of Messrs. Lane, Crawford and Company.

The Shanghai mandarin has received telegraphic instructions from Nanking stating that the Imperial Commissioner, Li Ping-heng, intends to visit Soochow soon after visiting Chinkiang, but it is uncertain whether he will go to Soochow via Shanghai or by the Grand Canal route.

News has been received from Tientsin by Reuter's Agent at Shanghai of further Boer troubles having taken place at Lokwan, thirty-seven miles north of Newchwang. The British Marine guard at Peking, who were under orders to depart, have been retained at the capital indefinitely.

To-day at the Magistracy two chair-coolies were charged with carrying a person while suffering from infectious disease, to wit, bubonic plague. The doctor who certified to the case said it was extremely difficult for the coolies to know that the man was so suffering. The case was dismissed.

A CHINESEMAN was fined \$2 at the Magistracy for being in the Public Gardens without proper covering on his back and chest. Considering these gardens are the only public recreation ground for children with their nurses, it ought to be made plain to the lower class Chinese that they are not allowed to lounge around there unless properly clothed.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.

1. March, "Under the Double Eagle" (Wagner).

2. Overture, "The Light Cavalry" (Suppe).

3. Selection, "Requiem of Scotland" (Grieg).

4. Value, "Solemn Mass" (Mozart).

5. Fantasia, "Cantabile" (Mozart).

6. Polka, "The Queen" (Liszt).

"God save the Queen."

PAMPHLETS inciting the people to violence against the Missionaries in Canton, have recently been seized, it is reported, by the Kwong Hip. The French missionaries brought the matter before their Consul, who had an audience with the Chinese authorities. The Magistrates of Nam Ho have issued notices prohibiting the distribution of these papers. Two men are said to have been arrested, and sentenced to 10 days' cage, on the 24th inst.

For some time past there have been complaints of thieves from the cargo while loading and unloading vessels. To-day Inspector Baker had two Chinamen up at the Magistracy for receiving stolen goods, bales of cotton, wool, sundal wood, and toys. It appears that the articles are stolen in small quantities, placed on a junk, then made into larger parcels and landed. A district watchman arrested a coolie carrying the cotton wool into a shop. At the Police Station the coolie told the Inspector about the other things. The proprietor of the shop and alleged owner of the goods, were therefore arrested.

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KRUSE & CO. [688b]

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These CLARETS are bought direct from the leading French growers.

The lowest price are of exceptional value and guaranteed to be the genuine product of the juice of the grape and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZY and CHATEAU LAFFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO. LIMITED, QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 26, 1900.

REUTER'S TELEGRAMS.

THE WAR.

LORD ROBERTS' ADVANCE.

COUNTRY NEAR BLOEMFONTEIN CLEAR OF THE ENEMY.

LONDON, May 24th.

Lord Roberts has arrived at the South Bank of the River and found the enemy fled.

General Kelly Kenny reports that the Yeomanry have cleared the country between Bloemfontein and Bishop.

BOERS SAY THEY WILL MAKE FINAL STAND.

It is reported that the Boers are trekking straight to the Vaal River where they declare they will fight to the death.

General French is now at Prospect on the railway, five miles north of Rhenoster. General Hamilton is co-operating with him.

It is the general opinion that the British army will arrive at Pretoria as fast as they can march.

WEATHER REPORT.

The Observatory report says:

On the 26th at 11.55 a.m. the barometer has fallen on the E. coast of China, and remains steady elsewhere. Pressure is highest over the Pacific to the S. Japan, and lowest in N. China. Gradients slight for S. and S.W. winds in S. China. FORECAST: Moderate S.W. winds; fine.

LOCAL AND GENERAL.

Free scholars in the Singapore schools are receiving Municipal notices in regard to the catching of rats and the reward therefor.

DURING the absence of Lieut. Col. Chipmull, Lieut. Col. J. W. Parker, 16th Madras Infantry, will command the troops at Singapore.

The first death from plague of an American in Manila occurred on the 21st instant, the victim being William Hamney, a transfer in the Government Corral.

We would remind our readers of the Benefit Concert to be given by Miss Muriel Alleyne at the Theatre Royal to-night. An excellent programme has been arranged and the affair promises to be a success.

The Boers in Chibbi, says the A. C. D. News, have again been violently attacking the Christians between Peking and Pootungfu. It is reported that some sixty Christian converts have been killed, some of them being burnt alive.

The Hankow correspondent of the A. C. D. News writes under date the 14th instant that the railway trouble on the Lu-Han line is settled; the Victory sent down a couple of hundred soldiers to restore order, and all the foreigners have gone back.

The Hongkong branch of the Navy League has remitted home the sum of £49 sterling in aid of those on service in South Africa or their families, being the equivalent of \$302 dollars collected from Members and Associates of the local branch of the League.

We are requested to draw attention to the fact that the Address of Welcome to the Captain, Officers and Men of H.M.S. Terrible is lying for signature at the Hongkong Club, the Hongkong and Shanghai Bank, and the offices of Messrs. Lane, Crawford and Company.

The Shanghai mandarin has received telegraphic instructions from Nanking stating that the Imperial Commissioner, Li Ping-heng, intends to visit Soochow soon after visiting Chinkiang, but it is uncertain whether he will go to Soochow via Shanghai or by the Grand Canal route.

News has been received from Tientsin by Reuter's Agent at Shanghai of further Boer troubles having taken place at Lokwan, thirty-seven miles north of Newchwang. The British Marine guard at Peking, who were under orders to depart, have been retained at the capital indefinitely.

To-day at the Magistracy two chair-coolies were charged with carrying a person while suffering from infectious disease, to wit, bubonic plague. The doctor who certified to the case said it was extremely difficult for the coolies to know that the man was so suffering. The case was dismissed.

A CHINESEMAN was fined \$2 at the Magistracy for being in the Public Gardens without proper covering on his back and chest. Considering these gardens are the only public recreation ground for children with their nurses, it ought to be made plain to the lower class Chinese that they are not allowed to lounge around there unless properly clothed.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.

1. March, "Under the Double Eagle" (Wagner).

2. Overture, "The Light Cavalry" (Suppe).

3. Selection, "Requiem of Scotland" (Grieg).

4. Value, "Solemn Mass" (Mozart).

5. Fantasia, "Cantabile" (Mozart).

6. Polka, "The Queen" (Liszt).

"God save the Queen."

PAMPHLETS inciting the people to violence against the Missionaries

OUR CARTOON.

checks of woman, that hurries humanity
chuteyard with bowels heaving and bleeding, for
the most pitiless negro of all diseases is the one
which Mr. Wenden suffered, and which
Seigel's Syrup cures—indigestion, dyspepsia,
without the velvet, Health is the best of throes
this great remedy helps to keep you seated
happily upon it.—*Adm.*

Intimations.

KAISERLICH DEUTSCHE REICHS-
POSTDAMPFER LINIE.

KAPT. P. LÜHNESCHLOSS erlaubt sich das Hongkong Publikum zu einer Besichtigung des Dampfers „HAMBURG“ der HAMBURG-AMERIKA LINIE, am DIENSTAG, den 26ten Mai, von 4 bis 6 Uhr NACHMITTAGS, KOWLOON ANKERPLATZ ergebenst einzuladen.

Im Auftrage,
MELCHERS & CO.,
Agenten.

IMPERIAL GERMAN MAIL LINE.

CAPT. P. LÜHNESCHLOSS begs to invite the Public of Hongkong to an Inspection of the „HAMBURG“ of the HAMBURG-AMERIKA LINIE, on TUESDAY, 26th May from 4 to 6 o'clock P.M. at KOWLOON PIKE.

By Order,
MELCHERS & CO.,
Agents.

THE „STAR“ FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the „STAR“ FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on MONDAY, the 17th day of June, 1900, at 12 o'clock in the afternoon, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of May, 1900, will be submitted for confirmation as a SPECIAL RESOLUTION.

That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:

That the following clause be substituted for Clause 37 of Table A: „The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business.“

By Order,
EDWARD OSBORNE,
Secretary.

THE „STAR“ FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
ISSUE OF \$100,000 NEW CAPITAL.
IN 10,000 SHARES OF \$10 EACH, \$250,000 PAID UP.
AT A PREMIUM OF \$6.00 PER SHARE.
\$1.50 PAID UP.

NOTICE is hereby given that the Issue of \$100,000 New Capital which was sanctioned at the Extraordinary General Meeting of the Company held on 23rd May, 1900, will be offered to those persons who are registered as Shareholders on the 26th June, 1900, in the proportion of One New Share to Every Old Share.

The New Shares will be issued at a Premium of \$6 making a Total Payment of 26 per Share, of which \$2.50 per Share and \$1.50 Premium=\$4 in all, will be PAYABLE on the 16th June, 1900, and the Balance when called for.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th June to the 16th June, both days inclusive.

EDWARD OSBORNE,
Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTION were passed:

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th day of March, 1900, and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 31 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 12 per cent. per Annum, upon all Calls remaining unpaid at the 2nd day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [30]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER.	DESTINATION.	SAILING DATE.
HAKAIA MARU F. L. Sommer	MARSEILLES, LONDON & ANTWERP, VIA STRAIT, COLUMBO and Port Said	Friday, 1st June, at Daylight.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.NORDDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINIE.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER.	DESTINATION.	SAILING DATE.
SARINIA	HAVRE and HAMBURG	6th June, Freight and Passage.
SAMBA	LONDON with transshipment to HAMBURG	About 23rd June, Freight.
G. Schmidt	LONDON with transshipment to HAMBURG	June, Freight.
ARMENIA	NEW YORK, via SUEZ CANAL	About 29th June, Freight.
Ostermann	HAVRE and HAMBURG	About 6th July, Freight.
FREIBURG	LONDON with transshipment to HAMBURG	July, Freight.
Prosch	HAVRE and HAMBURG	About 17th July, Freight.
WITTENBERG	LONDON with transshipment to HAMBURG	July, Freight.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMER.	DESTINATION.	SAILING DATE.
NIPPON MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Thursday, 1st May, at Noon.
AMERICA MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Tuesday, 26th June, at Noon.
HONGKONG MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Saturday, 21st July, at Noon.

THE Steamship „NIPPON MARU“ will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 1st instant, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

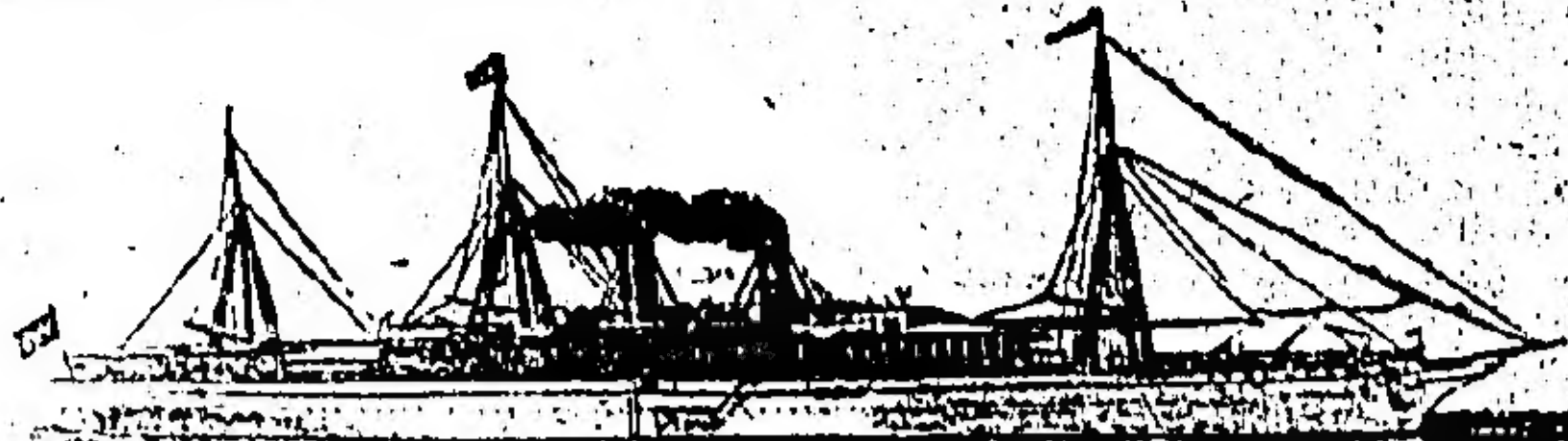
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 9th May, 1900. [7]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th June.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 18th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN-HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pitt Street, [3]
Hongkong, 19th May, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bracmar...[3,601] W. Watt...[June 9]
Argyll...[3,907] S. Thomson...[June 30]
Monmouthshire...[3,874] J. Kennedy...[Aug. 4]
Bracmar...[3,601] W. Watt...[Aug. 25]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctors and Stewardesses carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or, (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODD WELL & CO., LIMITED,
General Agents.
Hongkong, 25th May, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King...[3,379] about [June 20]
Thyria...[3,812] about [July 20]

THE Steamship „BELGIAN KING“ will be despatched for KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 21st May, 1900. [28]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

„THALES“
Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS, LAURIE & Co.,
General Managers.
Hongkong, 26th May, 1900. [678b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

„MAIDZURU MARU“
Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 26th May, 1900. [45]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

„PATROCLUS“
Captain Dickens will be despatched as above on TUESDAY, the 29th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th April, 1900. [511b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

„ANPING MARU“
Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 16th May, 1900. [637b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

„MENMUI“
Captain R. W. Almond, will be despatched as above on WEDNESDAY, the 30th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 25th May, 1900. [681b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

„AIRLIE“
Captain St. John George, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th May, 1900. [598b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.
THE Company's Steamship

„SHANTUNG“
Captain Quail, will be despatched as above on FRIDAY, the 1st June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th May, 1900. [680b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

„KUMSANG“
Captain Payne, will be despatched as above on SATURDAY, the 2nd June, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 25th May, 1900. [685b]

„BEN“ LINE OF STEAMERS.

FOR LONDON.
THE Steamship

„DENLARI“
Captain Kroble, will be despatched as above on or about SATURDAY, the 9th June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th May, 1900. [652b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

„AGAMEMNON“
Captain Nishi, will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd May, 1900. [570b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

„ANTENOR“
Captain M. R. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th May, 1900. [655b]



THIS Piano subject needs looking into. For whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment.

The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary investments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.

Hongkong, 16th May, 1900. [600b]

THE SPECTRE OF THREE CHIMNEY BLUFF

A TALE OF THE CHINESE CUSTOMS SERVICE.

BY JULIAN HAZLIT.

(Specially Written for the Hongkong Telegraph.)

(Continued from last Saturday.)

"Now gentlemen," said he, when the three were in his cabin, "I've decided to capture the individual who is kind enough to signal to the smugglers from Three Chimney Bluff, as I've no doubt that, with him a prisoner, the rest of the gang will soon be in our hands and I sent for you that you might hear my plans to take on to-night. This is what I propose. The two boats, instead of patrolling the island, will lie at anchor with buoys on their moorings ready to slip at a moment's notice, one on the landward and one on the seaward side of the Bluff, at a distance of about one cable from the shore. That should be far enough, if to-night, as is dark as last night, to make you invisible from the beach, but near enough to enable you to land in a very short time when you receive the signal. Here is a chart on which I have marked the position I wish the boats to take up. Kindly make a note of the bearings, gentlemen, as I wish no mistakes to be made. I am going, with the Gunner here, in the launch, which will take up this position," indicating a pencilled cross on the chart with his dividers. "Where she will be visible to both boats and about two miles off the Bluff. Now remember, from what Mr. Sims says, the smuggler's light will not be visible to you, so keep a good watch on the launch and, at the moment she shows a white light, when she shows a red light, slip your anchors and make quickly but quietly for the beach. Landing simultaneously on opposite sides, and spreading the crews well out before you advance, you ought to make certain of the mysterious signalman. Make sure before you land that the men know perfectly what is expected of them, and if there is no bumbling, we ought to put an end to this monotonous business to-night."

"The old man," said the cock sure the light belongs to the smugglers," said the Third, as soon as the three were out of hearing of the cabin. "What a stickler he is for having everything done to his own satisfaction. He is a bit of a stickler, but his instructions are explicit enough. God knows," he growled, with a junior officer's fondness for having a fling at his superior.

"I hope we'll have no trouble with the men," the Gunner said, dubiously. "You know that old yarn about these chimneys being pirates' graves. If they get an idea there's a devil mixed up with that light, we'll never get them to climb the Bluff."

"Don't you slander the men, Sims," said the Second. "If you'd been as long shipmates with the crew on this cruise as I have, you'd know they'd go anywhere the admiral's order was. Why they're been twice as long as we've been on this Nansha picnic, just because the wealth of the Nansha smugglers is proverbial, and they're looking forward to big seizure money."

The Gunner, silenced but not convinced, went to his quarters; the two young officers went below; and, sitting down to an excellent dinner, did their best to fortify themselves against the long night vigil to come.

When the Commander stepped from the brightness of his cabin into the gloom on deck at seven that evening, the first man he saw was the old Chief Engineer.

"Well, Mr. MacAllister, up to see us off, eh?" he exclaimed.

"No exactly that, Sir," was the reply. "I'm thinking, if ye've no objection whatever, I'd like to go in Master Ross's boat. I'm afraid the laddie must feel lonely in the boat awl night wif only the Cheenamen."

"That's all right, Mac," said the Commander, who knew the stalwart old highlandman's fondness for a scurrilous, "but what's that, you'd like to hold off? Been getting up your muscle with a little Indian club exercise, eh?"

"Na, Na, Captain, my muscles are awl right, but ye ken the instructions say 'no ploodshed,' and neifer shall I be said that Tomit MacAllister of malice aforethought broke the Rules of the Service. So ye see I'm going to be totally unarmed; but surely nobody would touch a harmless old man like me," he concluded, whimsically, making the weighty club whistle round his head as he finished speaking.

"Let us hope not—for their own sakes," said the Commander, dryly; "but of course, your young countryman, Mr. Ross, will look after you."

"Of course, of course, Captain. A dangerous man he is too wild wif a revolver. I only hope I'm no' near him when he turns it loose," he added, throwing his arm with a kindly gesture across the lad's shoulders, then crying cheerfully, "Come on, laddie! I've a presentiment there's a month's pay in this night's work."

An hour afterwards the boats had arrived at their respective stations. It was just at the change of the moon, and getting up a hardly perceptible swell from the South, the sea was without motion. The night was of the dark described ambiguously by the mariner, as dark but clear. There was no moon, for which our friends were duly thankful, but at long intervals a faint luminosity, scarcely to be called lighting, played in the Northern heavens, outlining for an instant the rugged coast line and the jagged Lamock Rocks far out at sea. A cluster of lights, travelling slowly along the horizon, denoted the presence of one of the great floating hulks and the Second muttered softly to his old companion.

"The English mail—for home."

"Aye, laddie—for home. I wonder if I'll ever trouble to take a passage in her. Thirty years ago last June I came to China—I hardly think its worth my while, the old man thoughtfully replied.

"If I've any luck, I'll take 'leave' the year after next," said the second, "my sister writes that the old man's getting pretty shaky. I'd like to see them all again."

"Aye, that's all right for you, lad; you've got your folks! Me, I've got none not a soul at home to miss me; if I pegged out to-morrow, keep up your connection wif the old country; it's the best thing I know to keep a young fellow straight. Look at me, from pure laziness I let it drop, and now what am I a social pariah, nothing more nor less. 'Hullo,' was that a light?" he added sharply, starting the Second from the reverie of home into which their talk had plunged him.

"Only a fishing boat," said that officer, after a half minute's rest on his night glasses.

Hour after hour passed but no signal showed in the gloom to seaward. The night air was mild, fresh, and agreeable, and invited strongly to slumber; and the second but expressed the feelings of all when he said, "I could do a snooze." The water was perfectly smooth except when the ripples from a fish, jumping a few yards off, twittered against the sides of the boat. Now and again water snake came to the surface, gave an astonished wriggle, and disappeared; and the watchers, and sank swiftly, like a falling star, into the phosphorescent depths. The water, in a fishing village to the South, sent up an occasional long-drawn howl, and a dull booming of wooden gongs came from the distant fleet of

Synow fishermen, who have their grounds some five miles off the coast, right in the track of the steamer lines, as many a coaster's mate knows to his sorrow.

It was nearing the hour of four in the morning, and the watchers had long since concluded that their night's vigil had been in vain, when the Second's sudden cry, "There it is; wake up men!" galvanised the slumbering crew into lightning activity. In a moment the oars were shipped and the boat gliding swiftly towards the shore. With many a fall, and much profanity in two languages, they clambered over the rocky beach, here in deepest shadow, and extending into line, swarmed up the smooth side of the hill. Ross and MacAllister, leading their men with what breath they had left, at the double across the grassy crown of the Bluff, they ran the arms of the Third Officer and his boat's crew just at the foot of the stone erection erections that give the cape its name, showing that the manoeuvre had been correctly executed by both parties.

"Seen anything, Ross?" shouted the Third Officer, breathlessly.

"Not a thing till we met you," was the answer.

"That's funny! They must have got away pretty quick. Scatter about, men and search the plain," he cried, turning to the crew who had gathered round, utterly at a loss to account for the disappearance of the light. The platoon, even by the gloom of night, showed laid as a billiard table; and it was rather with a view of keeping the men employed than with any hopes of their finding anything that the Second gave the order.

"Guide God! Look there! Quiet, boys! quiet, everybody!" cried old MacAllister, suddenly, in his most impressive tones, pointing at the same time to the top of the centre cairn about which played a dim and ghostly radiance. Before they had recovered from their astonishment, he was at the foot of the monument and, getting a back from a stalwart sailor, had sprung with the agility of a boy of sixteen for the top, of which he just managed to grasp the ledge. Then, with small appearance of effort, he drew himself slowly up till his head rose above the coping. Here he hung for what could not really have been a minute, but seemed a long hour to the anxious group below. They looked lightly to the ground, and commenced calmly to dust his clothes, which had collected a considerable amount of lime as he dragged himself up the column.

"Come on, Mac, what did you see?" cried his companions, excitedly.

"Dust ma back, like a gude laddie!" was the reply.

"Oh, damn your clothes!" cried the aggravated Second, "tell us what is up there or I'll go up myself!"

"Patience, patience, ma mannie! Patience is a virtue," he calmly replied the old man; and then being dusted to his satisfaction, he went on, "A-ye, that's them!" and told what he had seen.

The cairn was hollow; a bamboo ladder led up inside it from what seemed a large chamber excavated in the hill, from which also came the light that showed dimly above the stonework.

Just as he got to this point in his narrative, the boom of a heavy gun rose from the sea; and there, in the grey light that precedes the dawn, they saw the launch churning along in pursuit of a large junk, about half a mile from the shore. As the wind was light, the sailing craft's case was hopeless, but the desperate manner in which crew piled the large *pin-yao* at the stern, showed that they had that on board which would render capture extremely inconvenient. However it could no longer be delayed. The launch, ranging close up, fired a well-directed shot from her bow gun which severed the junk's mast a few feet above the deck, and brought the enormous sail down on the towers, enveloping them in its folds. At the same moment, when the attentions of all were fixed on the chase, an immense body, smelling strongly of garlic descended from the clouds with a terrifying yell among the watchers on the hill, landing chiefly on the broad shoulders of old MacAllister. Before the others had collected their senses, the old man was sitting on the chest of a large limbed and evil looking Chinaman; the handle of his redoubtable club well down the visitor's throat forming an effective gag. Five more ill-conditioned rascals shot out of the cairn and dropped into the arms of the expectant search party, to be expeditiously trussed and gagged; and then the productive human volcano seemed exhausted.

The launch meanwhile had taken the junk in tow, anchored her close in shore in charge of a prize crew, and landed the Commander and his party.

"I see you've made a haul," said he eyeing the prisoners. "Have you solved the problem of the light?"

"Better than that, Sir," said the Second, and told him what they had discovered.

"Well, that accounts for the ghostly lights, eh?" said he, "but they must have some other entrance than through the cairn. That junk was loaded in a cleft among the rocks and your landing disturbed her; so the main entrance will be somewhere about the foot of the cliff. This cairn would be very useful for a watch tower and signal station. It would be quite simple too, to regulate the light so that it would leave a dark zone of a mile or so round the tower. Really, a most ingenious arrangement altogether; and I've no doubt when we once get inside the smuggler's storehouse, we'll find something to repay our trouble. Place a guard on those cairns and let them sit there."

"Do you see any entrance?" he asked.

"Go on, my boy!" said that officer indulgently, "if you've any plan, put it in!"

"I was only going to suggest, Sir, that one of the prisoners might perhaps by induced to show us the entrance."

"A good idea," said the Commander. Then turning to the crew he asked, "Who says this man's talk?"

There were no Nansha islanders amongst them, so a Synow man was pushed forward, as being the likeliest to know the dialect. The extent to which dialects are multiplied over the vast Chinese empire is incredible; the inhabitants of two villages but twenty miles apart being seldom able to exchange ideas intelligently. Then followed an hour's chaffering, that must have driven and, one unaccustomed to the peculiar mental characteristics and talent for misunderstanding of the native to the verge of lunacy. Not so did it affect the Commander and his officers. The interpreter, having been told the conditions on which freedom was to be offered to the prisoners, the Europeans drew themselves slightly apart; and sitting down on a grassy mound, smoked calmly into the eye of the sunrise. The truculent looking ruffian, who had led the human eruption, and who seemed the leader of the gang, was partially loosed of his bonds and seated with his back to the cairn. In due time, after much of that noisy argument, vehement gesticulation, and apparent vituperation that seems inseparable from the making of an agreement among Asiatics, the prisoners concluded to open their subterranean store-house to their captors, on condition that they were given their freedom and the captured junk to take them from the island; at which they contended that their lives would be unsafe if it was known they had

in any way aided the Customs' employees. The Commander had no compunction about giving them their freedom. The Customs' officials seldom or never make prisoners; as, having themselves no power to inflict punishment, they are forced to hand the unfortunate men over to the native authorities, the barbarity of whose torments would disgrace the savages of Central Africa, and the fiendish ingenuity of whose methods pale to common-place the records of the Inquisition, or the dark imaginings of the melancholy Poe.

All being settled the prisoners were freed; one was helped up and disappeared into the interior of the cairn, and the other five led the way to the beach. After scrambling a hundred yards or so along the shingle, they paused beside a large oval rock weighing many tons by which against the foot of the cliff there almost at each end of the other, they placed themselves in a wedge-shaped piece rock to his liking; and the officers and crew of the *Hai-Kwan* came stumbling over the gravel to gather round and wonder at these strange preliminaries. A word from the leader the two at one end threw their weight on the stone, which to the amazement of the onlookers moved—perhaps an inch. The two at the opposite end then did the same, and thus imparted to the immense mass, which was now seen to be very accurately balanced in a cleft between two boulders, a slight rocking motion. Surely, but very slowly, the distance travelled by the rock in each oscillation increased. The single syllable from the leader, that at first had given the time to the swingers, was extended to a melancholy clamour; and man after man, as if against his inclination, joined in the resonant chorus. When the length of the arc travelled by the ends of the stone had increased to a foot, the lower edge of a beam began to be uncovered on the face of the cliff behind. At two feet part of a strongly made door was visible; and the watchers cheered the swingers with much ironical encouragement. Higher and higher swung the stony curtain, and louder and more enthusiastic waxed the song, till with one fiercely uttered cry, the leader slipped his wedge beneath it; and there remained exposed a well-built wooden door about four feet square. Even as the last sonorous syllable vibrated among the rocks the door flew open; and the mystery of Nansha Island was a mystery no longer.

The smuggler who had entered from the cairn covered in the doorway he had just opened; and at his feet a dingy paper lantern flared yellow in the searching morning light.

"Lead on, MacDuff!" cried the Commander, and, closely followed by his expeditionary force, he entered the tunnel. By the dim light it could be seen that the passage had been kept in good repair, the sides and roof being carefully timbered with split bamboo, and the floor paved with large flat stones whose smooth worn tops seemed to indicate that it had been in use for ages. The stooping position which the lowness of the roof demanded, and the unevenness of the pavement made the journey a far from pleasant one; and a running discharge of ejaculations and remarks uncomplimentary to the architect of the sub-way coming from a number of the explorers, showed that the benefit of such light as came from the guide's lantern—the navigation was giving his devoted followers considerable trouble. Suddenly it seemed to the Commander that the monotonous procession of bamboo uprights were growing further apart; then the guide raised his lantern above his head; and straightening himself up the Commander saw that they had reached a chamber in the hill, but of what size the light was too poor to give any idea. The guide was occupied in lighting a number of torches, upon which, but for the light of the lantern, the place would have been as dark as the night. With his hand he turned to order. The wall, but immediately sprung back on being confronted by a hideous frowning face, which on closer inspection proved to belong to the deity of the cave, large bronze presentment of the *Yama-Raja*, the Regent of the Buddhist hells. The crew, as they emerged from the passage seized the torches and scattered about the cave; but not then for many days after, did they realise the magnitude of their haul. Of opium, arms, and even salt, they found immense quantities, proving that this was indeed the store-house of the smugglers of North Kwang-tung.

But this discovery of underground apartments for such it proved to be held evidences of occupation by more interesting folks than the smugglers. The great pool lantern of an East Indianman, and a bundle of silver bracket lamps bearing the name *London* told of a long-forgotten tragedy on one of John Company's ships. An immense camphor-wood chest packed with a litter of tawdry altar cloths and painted images of the saints spoke of the sack of some Philippine village by the warriors of Li-Ma-Hon, the terror of these Eastern seas in the early sixteenth century. A deep-sea mystery of a date nearer our own day, the disappearance of the good ship *North Star*, was solved by the discovery of her bell and other relics. Generations of pirates had stored their plunder and made their plans, and smoked and gambled spare hours away in the womb of that lonely cave, while the hollow cairns above kept watch and ward.

Now the pirate's joss sits in the hall of the Commander's bungalow on the Cairne road and frowns woefully on the village by the sea. The iron plate, invisible beneath, blocks the orifice of each cairn; and that part of the beach where the rocking stone curtain the entrance to the cave has been visited by a landslide of unusual dimensions. The shattered appearance of the rocky fragment lying around might lead some to infer that the change in the contour of the cliff had been caused by the use of explosives. But that the Imperial Maritime Customs surrounds its work with a secrecy only equalled by the efficiency with which it is carried out, we might learn from these things.

So it happens that to the native world the Bluff is the same as ever. Still the trading junks give it a wide berth; still the joss papers smoulder at the base of the cairns; still the spectre lights appear to scare the credulous fishermen; still the uneasy spirit of Chen A-Pou haunts the headland. But you and I know that the spirit is exorcised, the ghost is laid.

SOMETHING ABOUT TROOP HORSES.

In Cassell's Magazine for April Mr. Fletcher Robinson tells of a chat with a sergeant in the Tenth (Prince of Wales's Own Royal) Hussars. The Tenth were quartered at Canterbury when I was introduced to my friend the sergeant. The two facts that I belonged to his county and was a profound admirer of his regiment predisposed him to be friendly to me. When he discovered that I was also something of a connoisseur in horse flesh his last trace of reserve vanished. "A good horse, Sir, is like a good wife," said the sergeant sententially; "they're both precious hard to find. Sense! Why, there's horses in my squadron as sensible as you and me." I told the sergeant I could quite believe it. "On course, regiments are restricted in the matter of colour," he continued; "but give me a free hand and I should pick a regiment of dark greys and blacks are mostly strong and hardy, and so are dark chestnuts. As a general

rule, light chestnuts and light bays are nervous and delicate. A rusty black, a sulky pig nino times out of ten. Then, again, there are 'white stockings,' as they call it. You know the old legs you may sell to a friend, three white legs you may trust for a time, four white legs you may lay your life on." "Horses take curious dislikes sometimes," said I. "That's true, both to men and to each other. The Tenth once had a brute that was nearly cast for temper. He'd hardly let a man come into his stall to feed him, and as for grooming—well, it was high impossible. That happened at the time to be a man in the regiment who was as wild as they make 'em, always before the colonel for some horse's trick or other. Well, he was given the horse, and they took to each other at once. One day he went reeling across into the stable and fell by the side of his horse in a drunken sleep; but when the guard came to take him to clink, bless you, they couldn't get near him. His horse stood over him with his ears back, and sort of dared them to come on! Then, again, horses will get some bad blood between them and fight whenever they get a chance. They tell a story of two Arab chargers we once had which got such a hatred of each other that they were always separated. One night on a troopship one of them broke loose and jumped clean over the back of the steady old chap next to him to get at the other."

AN AWFUL BOER.

It was really a tight place. The servants had all scooted for fear of the Boers, who were daily expected to cross the border and annex our settlement. The British lines were still too far away to offer any protection from possible further Jack lay in a high fever that precluded all possibility of moving him to safer quarters, and there was, as the old song observes, "No one to help him but me." Provisions, too, were running short, and the brandy was exhausted. Now to get through the long hours of the night with Jack in his present condition, and with no brandy, seemed, to my excited fancy, an utter impossibility; I determined to take the bull by the horns.

"Jack," I said, "I am going out for about a couple of hours. Could you manage to bar the door behind me, and if anybody calls in my absence, shout 'out' at me, and if you see a ghost, shut the door and call me back?"

"I guess, Bab, I'll give 'em a warmer reception than 'Not at home,'" he returned. Then he fell back, utterly exhausted by the effort of expressing this blood-thirsty sentiment.

"All right, old boy," I said, as carelessly as my choked tears would allow me. "But don't, by mistake, shoot me on my return. Remember, my password will be 'Nil desperandum.' Never say die! Good-bye, dear old chappie. Good-bye!" Keep up your pecker till I come back.

I gave him a hasty kiss, and, running out, jumped on my bicycle, which I had placed in readiness. I heard the door locked behind me, and, kissing my hand in my airiest manner in case Jack might chance to be looking through a peep-hole, I sped away as fast as two wheels bumping violently over the roughest of roads could carry me.

Things did not look cheerful. Now that there was no further necessity for keeping up Jack's spirits I was free to confess that they looked about as black as they could possibly be. Jack was in the hope of saving our lives, and which was my little all, had determined to sit tight, trusting that the British army would advance faster than the Boer invaders. But hope, so long deferred, was fast merging into despair. The British forces were still apparently far, far away, and rumours of the approaching enemy floated thick upon the air. I thought sadly of the peaceful little village in dear old Russetshire, where Jack had sworn that it would shortly be impossible for the English farmer to provide any butter for his household. In an evil hour we had determined to emigrate to more fortunate climes, and now, lo and behold, it looked very much as though we should have no bread on which to put the butter. I thought of the kind friends we had left in the old country who would be sorrowing over our possible fate, and I envied them the peace and comfort of an existence which, in my crass ignorance, I had always stigmatised as deadly dull. Adventures and hair breadth escapes are so delightful to read about. In reality they are not nearly so amusing.

I fancy I was about to be the verge of tears when I reached the little outlying station where there was a store kept by the ubiquitous Scotchman who is ever to be met with where there is a bawbee to be made. I pulled myself together and entered the apology for a shop with a swagger air of don't-care-a-hang-for-anybody, which, I am much afraid, sat rather ill upon me.

"Aye, Miss Oliphant, what brings yerel out in sic troublous times? Where is Mr. Jack, the whiles, that he lets a bit of a lassie like yerel ride into the very jaws of hell, as a body might say? Dinna ye ken that the Boer Slayers are expected in the loom like meant?"

"Don't be so bad, Sir, and up with the fever, Mr. McDougall," I said, smiling amiably. "Give me some brandy and pack up the groceries in this list as quick as you can. I want to get home before dark."

"Ma certes, ye had better," he ejaculated. And to do the man credit he had the goods together in an incredibly short space of time, and he even took the trouble to fix the parcel securely on my handlebar for me.

"Now ride like the devil, Miss Barbara," he said. "If I may use it, I term to a young lady like you, but in times like these one can't stop to be measly-mouthed."

I laughed and paid my score. Then, jumping on my trusty bike, I wheeled rapidly away, and in a few seconds McDougall and his shop had become mere specks in the far distance.

I was riding a bit carelessly, being tired with my exertions and the emotion to which I had so foolishly given way. Recalling the old saying that a joyful heart can go all a day's ride, I was in a mile—I plucked up heart of grace and determined to put a better face on things. The worst of Jack's illness was over now. The Boers, if they did come, would not kill us, and, according to some accounts, they were not quite so black as they were painted. And our Tommies were not as very far off now, and once they had passed our farm we should be quite safe from further molestations. What was the use, after all of being pessimistic? Things were never so bad as they might be. I was considerably worse. A tremendous bout that nearly pitched me head foremost over my handle-bar, made me pull myself together. It jerked up my head, which had been bent reflectively, and made me look round for further possible obstructions. That look sent my heart into my mouth, for over the top of a neighbouring kopie I saw the crown of a slouch hat and the cold, deadly glitter of the muzzle of a rifle. But, in that awful moment, I was able to note that the weapon was pointed heart of grace and determined to put a better face on things. The worst of Jack's illness was over now. The Boers, if they did come, would not kill us, and, according to some accounts, they were not quite so black as they were painted. And our Tommies were not as very far off now, and once they had passed our farm we should be quite safe from further molestations. What was the use, after all of being pessimistic? Things were never so bad as they might be. I was considerably worse. A tremendous bout that nearly pitched me head foremost over my handle-bar, made me pull myself together. It jerked up my head, which had been bent reflectively, and made me look round for further possible obstructions. 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